



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2001-24

This electronic copy may be printed and used in lieu of the FAA biweekly paper or microfiche copy.

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information;

Biweekly 2001-01

2000-03-19	Removal	Industrie Aeronautiche	Piaggio P-180
2000-26-12		Eurocopter Deutschland	Rotorcraft: EC135P1 and EC135 T1
2000-26-16		Raytheon Aircraft	A36, B36TC, and 58
2000-26-17		Pilatus Aircraft	PC-12 and PC-12/45
2000-26-18		Stemme	Sailplane: S10 and S10-V
2000-26-19		SOCATA	TBM 700
2001-01-51	E	Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-01-52	E	Bell Helicopter	Rotorcraft: 407

Biweekly 2001-02

2000-25-52	S 00-24-51	MD Helicopters	Rotorcraft: 369A, H, HE, HM, HS, D, E, FF, and 500N
2000-26-06	S 00-01-11	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2001-01-02		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-03		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream 3101 and 3201
2001-01-04		Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-11		Rolladen Schneider Flugzeugbau	Sailplane: LS 4 and LS 4a

Biweekly 2001-03

2000-23-52	S 00-23-51	Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
2001-01-52		Bell Helicopter	Rotorcraft: 407
2001-02-03		Bell Helicopter	Rotorcraft: 206A, 206B, 206L, 206L1, and 206L3
2001-02-04		Pilatus Aircraft	PC-6
2001-02-10		Raytheon Aircraft	Beech 60, A60, and B60
2001-02-13		Cessna Aircraft	525 (CitationJet 1)
2001-03-51	E	Sikorsky Aircraft	Rotorcraft: S-76B and S-76C

Biweekly 2001-04

2000-25-54		Agusta	Rotorcraft: A109E
2001-01-51		Bell Helicopter	Rotorcraft: 222, 222B, 222U, 230, and 430
2001-02-11		Bell Helicopter Textron	Rotorcraft: 204B
2001-03-03		Bell Helicopter Textron	Rotorcraft: 214B and 214B-1
2001-03-11		British Aerospace	HP137 Mk1, Jetstream Series 200, and Jetstream Models 3101 and 3201
2001-04-04		Dornier Luftfahrt	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212

Biweekly 2001-05

2001-03-51		Sikorsky Aircraft	Rotorcraft: S-76B and S-76C
2001-04-05		Raytheon Aircraft	Beech Model 1900D
2001-04-07		SOCATA	TBM 700
2001-04-12		Eurocopter France	Rotorcraft: EC120B
2001-04-14	S 85-14-06 & 85-14-06 R1	Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N

Biweekly 2001-06

2000-25-08	S 00-10-10	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, and D, and AS-355E, F, F1, F2, and N
2001-04-13	S 98-10-09	Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SE.3160, and SA.319B
2001-05-01		DG Flugzeugbau	Sailplane: DG-500MB
2001-05-02	S 98-08-22	Pilatus Aircraft	PC-7
2001-05-03		SOCATA	TBM 700
2001-05-04		Piaggio Aero Industries	P-180
2001-05-08		Valentin	Sailplane: 17E
2001-05-09		Bell Helicopter	Rotorcraft: 430

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information;			
Biweekly 2001-07			
2001-06-01	S 70-26-06	The New Piper Aircraft	PA-31 and PA-31-300, PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31-325, PA-31-350, and PA-31P-350
2001-06-05		SOCATA	TBM 700
2001-06-06		Cessna Aircraft	172RG
2001-06-17		Cessna Aircraft	172R and 172S
2001-07-01		DG Flugzeugbau	Sailplane: DG-800B
2001-07-03		Hartzell Propeller	Propeller: Y-shank series
Biweekly 2001-08			
2001-07-09	S 99-26-20	MD Helicopters	Rotorcraft: MD-900
2001-07-11		Learjet	23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A, (C-21A military), 36, 36A, 55, 55B, and 55C
2001-08-01		JanAero Devices	Appliance: 14D11 or 23D04 Fuel Regulator and Shutoff Valves installed with B-Series Combustion Heaters
2001-08-04	S 00-25-03	Bell Helicopter Textron	Rotorcraft: 205A-1, 205B, 212, 412, 412CF, and 412EP
2001-08-08		Raytheon Aircraft	Beech 35-C33A, E33A, E33C, F33A, F33C, S35, V35, V35A, V35B, 36, and A36
Biweekly 2001-09			
2001-08-10		Aerostar Aircraft	PA-60-600, PA-60-601, PA-60-601P, PA-60-602P, and PA-60-700P
2001-08-14		Turbomeca S.A.	Engine: Arrius 2B, 2B1, and 2F
2001-09-06		Cessna Aircraft	206H and T206H
Biweekly 2001-10			
94-14-20	R1	Sikorsky Aircraft	Rotorcraft: S-76A
2001-08-14	COR	Turbomeca	Engine: Arrius 2B, 2B1, and 2F
2001-09-11	S 98-07-03	Bell Helicopter, Agusta	Rotorcraft: Bell 412, 412CF, and 412EP, and Agusta AB412
2001-09-16		Eagle Aircraft	150B
2001-10-04	S 00-14-51	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503A, AT-802, AT-802A
2001-10-06	S 00-23-52	Sikorsky Aircraft	Rotorcraft: S-76A, S-76B, and S-76C
Biweekly 2001-11			
2001-07-03	COR	Hartzell Propellers	Propeller: Y-Shank Series
2001-10-08		Rolladen Schneider	Sailplane: LS 3, LS 4, and LS 6c
2001-10-09		Honeywell	Appliance: Automatic Flight Control Systems (AFCS)
2001-10-12	S 00-01-09	GE Aircraft	Engine: CJ610 Series and CF700 Series
2001-10-13		Britax Sell	Appliance: water boilers, coffee makers, and beverage makers
Biweekly 2001-12			
2000-25-02	R1	American Champion	7AC, 7ACA, S7AC, 7BCM (L-16A), 7CCM (L-16B), S7CCM, 7DC, S7DC, 7EC, S7EC, 7FC, 7JC, 11AC, S11AC, 11BC, S11BC, 11CC, and S11CC, 7ECA, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7KC, 7KCAB, 8GCBC, and 8KCAB
2001-10-04	R1	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503A, AT-802, and AT-802A
2001-11-02	S 99-17-08	Pilatus Aircraft	PC-12 and PC-12/45
2001-11-03		Raytheon Aircraft	Beech F33A, A36, B36TC, 58/58A, C90A, B200, and 1900D
2001-11-04		Raytheon Aircraft	99, 99A, 99A (FACH), A99, A99A, B99, and C99
2001-12-01		The New Piper Aircraft	PA-46-310P, PA-46-350P and PA-46-500TP
2001-12-02		Learjet	55 Series and 60

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Biweekly 2001-13			
2001-01-52	R1 Rescission	Bell Helicopter	Rotorcraft: 407
2001-12-07		General Electric	Engine: CT58-140-1, -140-2, T58-GE-5, -8F, -10, -100, and -402
2001-12-16		Eurocopter France	Rotorcraft: AS332L2
2001-12-19		Turbomeca S.A.	Engine: Artouste II and Artouste III Series
2001-13-01		Bell Helicopter Textron	Rotorcraft: 205A-1, 205B, 212, 412, 412EP, and 412CF
2001-13-02		Bell Helicopter	Rotorcraft: 407
2001-13-03		Kaman Aerospace	Rotorcraft: K-1200
2001-13-04		Eurocopter France	Rotorcraft: EC 155B
2001-13-51	E	Bell Helicopter	Rotorcraft: 206L-4, 407, and 427
Biweekly 2001-14			
2001-13-18	S 99-12-02	Raytheon	Beech 45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B)
2001-14-09		Cessna	560XL
2001-14-51	E	UPS Aviation Technologies	Appliance: Apollo SL30 VHF NAV/COMM Radio
Biweekly 2001-15			
2001-14-51		UPS Aviation Technologies	Appliance: Apollo SL30 VHF NAV/COMM Radio
Biweekly 2001-16			
2001-15-17		Rockwell Collins	Appliance: CTL-92 Transponder Control Panel
2001-15-19		Eurocopter France	Rotorcraft: AS-365N3
Biweekly 2001-17			
2001-17-13	S 01-08-01	JanAero Devices	Appliance: 14D11, A14D11, B14D11, C14D11, 23D04, B23D04, or C23D04 Fuel Regulator Shutoff Valve used with B1500, B2030, B2500, B3040, B3500, B4050, or B4500 B-Series Combustion Heaters.
Biweekly 2001-18			
2001-17-15	S 95-09-02	Honeywell	Engine: LTS101-600A-2, -600A-3 and -600A-3A Series; LTP101-600A-1A, -700A-1A Series
2001-17-16	S 00-25-54	Agusta	Rotorcraft: A109E
2001-17-17	S 00-18-51	Bell Helicopter Textron	Rotorcraft: 47B, 47B-3, 47D, 47D-1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47K
2001-17-31		Rolls-Royce	Engine: AE 2100A, AE 2100C; AE 2100D3, AE 3007A, and AE 3007C
2001-17-32	S 99-24-18	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, D, D1 and AS355E, F, F1, F2, and N
2001-17-33		Agusta	Rotorcraft: AB412
2001-18-05		Goodyear Tire and Rubber Co.	Appliance: 34X9.25-16 18PR 210MPH
2001-18-07		Raytheon	Beech 1900, 1900C, 1900C (C-12J), and 1900D
2001-18-51	E	Eurocopter France	Rotorcraft: SA.315B, SA.316C, SA 3180, SA 318B, SA 318C, SA.319B, SE.3160, and SA.316B main gearbox assembly
Biweekly 2001-19			
2001-13-51		Bell Helicopter Textron Canada	Rotorcraft: 206L-4, 407, and 427
2001-18-06	S 69-23-02 & 79-23-04	GE Aircraft	Engine: T58 and CT58 Series
2001-18-13		Eurocopter Deutschland	Rotorcraft: EC135 P1 and EC135 T1
2001-19-52	E	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
Biweekly 2001-20			
2000-10-08	R1	Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1
2001-06-06		Cessna	172RG
2001-11-04		Raytheon	99, 99A, 99A (FACH), A99, A99A, and B99; C99
2001-19-51	E	Eurocopter France	Rotorcraft: SA341G, SA342J, and SA-360C
2001-20-01		Pratt & Whitney Canada	Engine: PT6A-25C and -114A Series

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Biweekly 2001-20 cont'd...			
2001-20-03	E	Bell Helicopter Textron Canada	Rotorcraft: 206L-4
2001-20-04		Agusta	Rotorcraft: A109E
2001-20-51		Rolls-Royce	Engine: 250-C20, -C20B, -C20F, -C20R, -C20R/1, -C20R/2, -C20S, and -C20W, and 250-B17, -B17C, -B17D, -B17E, -B17F, -B17F/1, and -B17F/2
Biweekly 2001-21			
2001-18-51		Eurocopter France	Rotorcraft: SA.315B, SA.316C, SA 3180, SA318B, SA 318C, SA.319B, SE.3160, and SA.316B
2001-19-52		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
2001-20-14		Fairchild	SA226-T, SA226-T(A), SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-TT(300), SA227-AT, SA227-AC
2001-20-18		Robinson Helicopter	Rotorcraft: R44
Biweekly 2001-22			
2001-21-01	S 76-17-08 & 76-17-08R1	Dornier Luftfahrt	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2001-21-02		Honeywell International	Engine: TPE331-8, -10N, and -12B
2001-22-01		Enstrom Helicopter	Rotorcraft: F-28, F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX
2001-22-07		Honeywell International	Engine: LTP 101 Series and LTS101 Series
Biweekly 2001-23			
2001-22-14	S 95-02-18 S 80-04-08	Overland Aviation	Appliance: Fire Extinguishing System Bottle Cartridges
2001-22-15		Pilatus	PC-12 and PC-12/45
2001-22-16		Raytheon	Beech 1900, 1900C, 1900C (C-12J), and 1900D
2001-23-03		Cessna	172N, 172P, 172RG, F172N, F172P, FR172J, FR172K, and R172K
2001-23-07	S 96-18-13 & S 86-11-05	Reims Aviation	F406
2001-23-09		Honeywell	Engine: TFE731-2, -3, and -4 series
Biweekly 2001-24			
2001-19-51	E	Eurocopter France	Rotorcraft: SA341G, SA342J, and SA-360C
2001-22-51		Agusta S.p.A.	Rotorcraft: A119
2001-23-04		SOCATA	TB 9, TB 10, TB 20, TB 21, and TB 200
2001-23-05		SOCATA	TB 9, TB 10, TB 20, TB 21, and TB 200
2001-23-06	S 90-02-23	SOCATA	TBM 700
2001-23-08		Hartzell Propeller	Engine: (JHC)-(J2Y)-(J) (also known as Y-shank)
2001-23-10		Raytheon	A36, B36TC; 58, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, and G33; T-34C, T-34C (T-4C-1), T-34C(34C), A45 (T-34A, B-45), D45 (T-34B), and 45 (YT-34); 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B; 36, A36, A36TC, and B36TC; 95-55, 95-A55, 95-B5 5, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A D55, D55A, E55, and E55A; 56TC and A56TC; 58, 58A, 58P, 58PA, 58TC, and 58TCA; 95, B95, B95A, D95A, and E95
2001-23-11		S 01-13-04	Eurocopter France
2001-23-16	Aeromot-Industria		Glider: AMT-100, AMT-100 (remotorized to AMT-200), AMT-200
2001-24-51	E	MD Helicopters	Rotorcraft: 600N

BW 2001-24

**EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
FINAL RULE OF EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-19-51 Eurocopter France: Amendment 39-12508. Docket No. 2001-SW-48-AD.

Applicability: Model SA341G, SA342J, and SA-360C helicopters with the following main rotor head torsion tie bar (tie bar), part number (P/N):

341A31-4904-00, -01, -02, -03;

341A31-4933-00, -01; or

360A31-1097-02, or -03;

installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of a tie bar, loss of a main rotor blade, and subsequent loss of control of the aircraft, accomplish the following:

(a) Remove each tie bar, P/N 341A31-4904-00, -01, -02, or -03; 360A31-1097-02 or -03, from service and replace with an airworthy tie bar, P/N 341A31-4933-00 or 341A31-4933-01.

Note 2: Eurocopter France Telex Alert Nos. 01.28 and 01.38, both dated August 7, 2001, pertain to the subject of this AD.

(b) Replace each tie bar, P/N 341A31-4933-00 or 341A31-4933-01, if 20 or more years have elapsed since initial installation on any helicopter, with an airworthy tie bar, P/N 341A31-4933-00 or 341A31-4933-01. If the date of initial installation on any helicopter cannot be determined, use the date of manufacture of the tie bar as the date of initial installation.

(c) This AD revises the limitations section of the maintenance manual by adding a life limit for tie bars, P/N 341A31-4933-00 and 341A31-4933-01, of 20 years from initial installation on any helicopter and retains the existing 5,000 hours time-in-service (TIS) life limit on those tie bars. Tie bars, P/N 341A31-4933-00 and 341A31-4933-01, are to be removed from service when either the years or hours TIS life limit is reached, whichever occurs first. Tie bars, P/N 341A31-4904-00, -01, -02, and -03, and 360A31-1097-02 and -03, are not approved for installation on any helicopter.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(e) Special flight permits will not be issued.

(f) This amendment becomes effective on December 10, 2001, to all persons except those persons to whom it was made immediately effective by Emergency AD 2001-19-51, issued September 21, 2001, which contained the requirements of this amendment.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France), AD's 2001-374-040(A) and 2001-375-046(A), both dated August 22, 2001.

Issued in Fort Worth, Texas, on November 9, 2001.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 01-29189 Filed 11-21-01; 8:45 am]

BILLING CODE 4910-13-U

FOR FURTHER INFORMATION CONTACT: Jim Grigg, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110, telephone (817) 222-5490, fax (817) 222-5961.

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**AGUSTA S.P.A.
AIRWORTHINESS DIRECTIVE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-22-51 AGUSTA S.p.A.: Docket No. 2001-SW-55-AD.

Applicability: Model A119 helicopters, with a tail rotor blade (blade), part number 109-8132-01-107, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a blade and subsequent loss of control of the helicopter, accomplish the following:

- (a) Remove any blade on or before accumulating 50 hours time-in-service (TIS).
- (b) Before each flight, visually check both sides of each blade for a crack. An owner/operator (pilot) holding at least a private pilot certificate may perform the visual check required by this paragraph, and must enter compliance into the helicopter maintenance records in accordance with 14 CFR 43.11 and 91.147(a)(2)(v).
- (c) Within 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS or before the next flight after any abnormal increase in the vibratory level of the helicopter, inspect each blade for a crack using a 5-power or higher magnifying glass in accordance with the Compliance Instructions, Part II, paragraphs 1 through 6, of Agusta Bollettino Tecnico No. 119-1, Revision A, dated August 22, 2001 (ABT).
- (d) Within 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS, dye penetrant inspect each blade for a crack in accordance with the Compliance Instructions, Part III, paragraphs 1 through 4.5, of the ABT.
- (e) Before further flight, remove any blade in which a crack is found.

(f) This AD revises the Limitations section of the maintenance manual by establishing a 50-hour life limit for each blade, P/N 109-8132-01-107.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(h) Special flight permits will not be issued.

(i) Copies of the applicable service information may be obtained from Agusta, 21017 Cascina Costa di Samarate (VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605-222595

(j) **Emergency AD 2001-22-51, issued October 30, 2001, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Richard Monschke, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110, telephone (817) 222-5116, fax (817) 222-5961.

Note 3: The subject of this AD is addressed in Ente Nazionale per l'Aviazione Civile (Italy) ADs 2001-124, dated March 30, 2001; 2001-348, dated August 20, 2001; and 2001-374, dated August 29, 2001.

Issued in Fort Worth, Texas, on October 30, 2001.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

BW 2001-24

**SOCATA - GROUPE AEROSPATIALE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-23-04 Socata--Groupe Aerospatiale: Amendment 39-12501; Docket No. 2001-CE-01-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following Model TB 9, TB 10, TB 20, TB 21, and TB 200 airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct fatigue cracks in the lower rudder hinge fitting. This condition could cause the lower rudder to detach from the control linkage with consequent loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Visually inspect the lower rudder hinge fitting for cracks.	Upon accumulating 2,000 hours time-in- service (TIS) on the rudder hinge fitting or within the next 100 hours TIS after January 4, 2002 (the effective date of this AD), whichever occurs later, and thereafter at intervals not to exceed 12 calendar months.	In accordance with ACCOMPLISHMENT INSTRUCTIONS section of SOCATA Service Bulletin SB10-114 55, dated September 2000, and the applicable aircraft maintenance manual.
(2) If any crack is found during any inspection required in paragraph (d)(1) of this AD, accomplish the following: (i) Obtain a repair scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD; and (ii) Incorporate this repair scheme.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with the repair scheme obtained from the SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP930-F65009 Tarbes Cedex, France; telephone: (33) 05.62.41.76.68; facsimile: (33) 06.07.32.62.24; or Product Support Manager, SOCATA-- Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1450. Obtain this repair scheme through the FAA at the address specified in paragraph (f) of this AD.

<p>(3) Report any cracks found during the initial inspection required in paragraph (d)(1) of this AD to the FAA with a copy to SOCATA. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et. seq.) and have been assigned OMB Control Number 2120-0056.</p>	<p>Within 10 days after the initial inspection required in paragraph (d)(1) of this AD or within 10 days after the effective date of this AD, whichever occurs later.</p>	<p>Fill out the compliance form in SOCATA Service Bulletin SB 10- 11455, dated September 2000. Send it to the FAA at the address specified in paragraph (f) of this AD. Send a copy to SOCATA at the address in paragraph (h) of this AD.</p>
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(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with SOCATA Service Bulletin SB 10-114-55, dated September 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from SOCATA Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930--F65009 Tarbes Cedex, France; or the Product Support Manager, SOCATA--Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on January 4, 2002.

Note 2: The subject of this AD is addressed in French AD Number 2001-002(A), dated January 10, 2001.

Issued in Kansas City, Missouri, on November 5, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-28333 Filed 11-16-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

BW 2001-24

**SOCATA - GROUPE AEROSPATIALE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-23-05 SOCATA Groupe Aerospatiale: Amendment 39-12502; Docket No. 2001-CE-09-AD.

(a) *What airplanes are affected by this AD?* This AD affects Models TB 9, TB 10, TB 20, TB 21, and TB 200 airplanes, all serial numbers, that:

- (1) Do not incorporate factory Modification 165, any edition. Modification 165 consists of cutting a slot in the solid metal seat pan to eliminate interference with the locking mechanism;
- (2) are equipped with solid metal seat pans; and
- (3) are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to eliminate the potential for the front seats to inadvertently unlock from their fixed positions. Such uncontrolled movement could prevent the pilot from making the necessary flight maneuvers to control the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Modify the front seats that have solid metal seat pans. A seat that has a mesh seat pan is not affected and does not require modification.	Within the next 100 hours time-in-service (TIS) after January 4, 2002 (the effective date of the AD).	In accordance with the Accomplishment Instructions section of SOCATA Service Bulletin SB 10-115 25, dated December 2000, and the applicable maintenance manual.
(2) Do not install any of the seats referenced in SOCATA Service Bulletin SB 10-115 25, dated December 2000 (or FAA- approved equivalent part numbers), without incorporating the modification required by paragraph (d)(1) of this AD.	As of January 4, 2002 (the effective date of this AD).	In accordance with SOCATA Service Bulletin SB 10-115 25, dated December 2000.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with SOCATA Service Bulletin SB-10-115-25, dated December 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930--F65009 Tarbes Cedex, France; or the Product Support Manager, SOCATA--Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on January 4, 2002.

Note 2: The subject of this AD is addressed in French AD 2001-005(A), dated January 10, 2001.

Issued in Kansas City, Missouri, on November 5, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-28419 Filed 11-16-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

BW 2001-24

**SOCATA - GROUPE AEROSPATIALE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-23-06 Socata--Groupe Aerospatiale: Amendment 39-12503; Docket No. 2001-CE-11-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following Model TBM 700 airplanes that are certificated in any category:

Serial Numbers

114, 117, 118, 121 through 173, 175 through 177, 179 through 184, 186, and 187

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent in-flight damage to the wing skins caused by abnormal venting conditions of the wing fuel tank, which could result in severe handling problems or reduced structural capability. Continued operation with such structural deformation could result in loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the upper surface of the fuel tank air vent valve for modification stamp "Amdt A". (i) If the fuel tank air vent valve is stamped "Amdt A" on the upper surface, install a fuel tank air vent valve that incorporates Amendment B modifications. (ii) If modification stamp "Amdt A" is not on the upper surface of the fuel tank air vent valve, reinstall the valve and no further action is required by paragraph (d)(1) of this AD.	Inspect within the next 50 hours time-in-service (TIS) after December 27, 2001 (the effective date of this AD). Accomplish the dated December installation or reinstallation prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	In accordance with paragraph (B) of the ACCOMPLISHMENT INSTRUCTIONS in Socata Service Bulletin SB 70-090, 2000, and the applicable maintenance manual.
(2) Do not install any fuel tank air vent valve that does not have Amendment B incorporated (or FAA-approved equivalent part).	As of December 27, 2001 (the effective date of this AD).	Not applicable.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Socata Service Bulletin SB-70-090-28, dated December 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from SOCATA Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930--F65009 Tarbes Cedex, France, or the Product Support Manager, SOCATA Groupe Aerospatiale, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on December 27, 2001.

Note 2: The subject of this AD is addressed in French AD 2001-004(A), dated January 10, 2001.

Issued in Kansas City, Missouri, on November 5, 2001.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-28331 Filed 11-16-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

BW 2001-24

**HARTZELL PROPELLERS, INC.
AIRWORTHINESS DIRECTIVE
ENGINE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2001-23-08 Hartzell Propeller Inc.: Amendment 39-12505. Docket No. 89-ANE-44. Supersedes priority letter AD 90-02-23.

Applicability: This airworthiness directive (AD) is applicable to Hartzell Inc (HC-02Y-0) propeller models (also known as Y-shank propellers) installed on Piper PA-32 series aircraft with Textron Lycoming 540 series engines that are rated at 300 HP or higher, or installed on Pilatus Britten Norman or Britten Norman BN-2 series aircraft (also known as Islander or Trislander) with Textron Lycoming 540 series engines, or installed on any aircraft certificated in the acrobatic category, or installed on any aircraft that has ever been used for agricultural operations. These propellers have model numbers in the form of (HC-02Y-0), which have no suffix letter or have the suffix letter "A" or "E" at the end of the hub serial number. This AD does not apply to Hartzell Propeller Inc (HC-02Y-0) propeller models with the suffix letter "B" at the end of the hub serial number.

The following list of aircraft, type certificated in the acrobatic category or used for agricultural operations, may have Hartzell Y-shank propellers installed, but this list is for reference purposes only: Aermacchi S.p.A. (formerly SIAI-Marchetti) S.205 series aircraft, S.208 series aircraft, F.260 series aircraft; American Champion (formerly Bellanca, Champion) 8KCAB, 8GCBC; Aviat (licensed by Sky International (formerly White International and Pitts)) S-1T, S-2, S-2A, S-2S, S-2B ; Cessna A188A, A188B, T188C; Flugzeugwerke Altenrhein AG (FFA) AS202/18A "BRAVO", AS202/18A4 "BRAVO;" Great Lakes Aircraft Co. or Chaparral Motors 2T-1 series aircraft; Moravan National Corporation Zlin 526 ; Piper PA-25-260, PA-36-300; SOCATA--Groupe Aerospatiale (Morane Saulnier) MS893A, and MS893E.

Note 1: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the propeller hub resulting from cracks, that can cause blade separation and subsequent loss of aircraft control, accomplish the following:

Eddy Current Inspection

(a) Perform initial and repetitive eddy current inspections (ECI) of the propeller hub fillet radius for cracks. The initial ECI is for propellers with no suffix letter at the end of the serial number and on propellers with serial numbers DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A,

DN3641A, DN3940A, DN3944A, DN3949A, and DN3962A. The repetitive ECI is for propellers with the suffix letter "E" at the end of the hub serial number. Perform the ECI's in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-227, Revision 2, dated May 8, 2000, as follows:

(1) For propellers previously inspected visually in accordance with AD 90-02-23, perform the initial ECI within 50 hours time-in-service (TIS) since the last visual inspection. For all other applicable propellers, perform the initial ECI within 50 hours TIS after the effective date of this AD.

(i) Prior to further flight, remove from service cracked propeller hubs and replace with a serviceable part.

(ii) If no cracks are found, then permanently mark the end of the hub serial number with the suffix letter "E" in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000.

(2) Thereafter, perform the repetitive ECI at intervals not to exceed 150 hours TIS since last ECI. Prior to further flight, remove from service cracked propeller hubs and replace with a serviceable part.

Hub Replacement

(b) Propellers with serial numbers DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, and DN3962A are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 1,000 hours TIS or 72 months, whichever comes first, after the effective date of this AD and in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000.

(c) Propellers with the suffix "A" at the end of the serial number, excluding serial numbers, DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, and DN3962A, are to be replaced in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-227, Revision 2, dated May 8, 2000, as follows:

(1) Propeller hubs on aircraft that have been used for agricultural operations are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 2,000 hours time-in-service (TIS) or 36 months, whichever comes first, after the effective date of this AD.

(2) Propeller hubs on aircraft certified in the acrobatic category are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 1,000 hours TIS or 72 months, whichever comes first, after the effective date of this AD.

(3) Propeller hubs installed on Piper PA-32 series aircraft with Textron Lycoming 540 series engines that are rated at 300 HP or higher, or installed on Pilatus Britten Norman or Britten Norman BN-2 series aircraft (also known as Islander or Trislander) with Textron Lycoming 540 series engines, are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 2,000 hours TIS or 72 months, whichever comes first, after the effective date of this AD.

(d) A propeller hub from an aircraft that is identified in the applicability section of this AD may not be removed and reused on an aircraft for which this AD is not applicable.

Terminating Action

(e) Replacement of an affected propeller hub with a Hartzell propeller hub model with the serial number suffix letter "B" constitutes terminating action for the initial and repetitive inspection requirements of paragraph (a) of this AD. The hub replacement must be performed in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

Incorporation by Reference

(h) The inspection and replacement must be done in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., Product Support Department, One Propeller Place, Piqua, OH 45356; telephone: (937) 778-4379, fax: (937) 778-4391. Copies may be inspected, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date of This AD

(i) This amendment becomes effective on December 24, 2001.

Issued in Burlington, Massachusetts, on November 7, 2001.

Donald E. Plouffe,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-28689 Filed 11-16-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone: (847) 294-7031, fax: (847) 294-7834.

BW 2001-24

**RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-23-10 Raytheon Aircraft Company: Amendment 39-12507; Docket No. 2001-CE-35-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

(1) Group 1: Raytheon may have installed the affected flap flex shaft assemblies on the following airplanes at manufacture:

Models	Serial Nos.
(i) A36.....	E-3302 through E-3398
(ii) B36TC.....	EA-652 through EA-677
(iii) 58.....	TH-1936 through TH-1988 and TH-1990 through TH-1996.

(2) Group 2: The affected flap flex shaft assemblies and flap actuator assembly could be installed through spare replacement on any of the following model airplanes:

Models	Serial Nos.
(i) 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, and G33.	All serial numbers
(ii) T-34C, T-34C (T-34C-1), T-34C(34C), A45 (T-34A, B-45), D45 (T-34B), and 45 (YT-34).	All serial numbers.
(iii) 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B.	All serial numbers except D-1 through D-837.
(iv) 36, A36, A36TC, and B36TC.....	All serial numbers except E-3302 through E-3398 and EA-652 through EA-677 (those serial numbers are included in Group 1).
(v) 95-55, 95-A55, 95-B5 5, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A D55, D55A, E55, and E55A.	All serial numbers.
(vi) 56TC and A56TC.....	All serial numbers.
(vii) 58, 58A, 58P, 58PA, 58TC, and 58TCA.	All serial numbers except TH-1936 through TH-1988 and TH-1900 through TH-1996 (those serial numbers are included in Group 1)
(viii) 95, B95, B95A, D95A, and E95....	All serial numbers.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent separation of the flap flex shaft assembly caused by improper heat treatment. Such a condition could lead to an asymmetric flap condition, which could result in uncommanded roll of the airplane.

(d) *What actions must I accomplish to address this problem for Group 1 airplanes?* To address this problem for Group 1 airplanes, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the identification label on the left-hand (LH) flap flex shaft assembly, part (P/N) 12527Y-63.31, and the number right-hand (RH) flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, to determine the manufacture date. If the manufacture date on the identification label on any of the flex flap shaft assemblies is before January 2000 and after April 2001, the flap flex assemblies are not affected and do not need to be replaced.	Within the next 25 hours time-in-service (TIS) after December 13, 2001, the effective date of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001, and the applicable maintenance manual.
(2) If the manufacture date on the identification label on any of the flex flap shaft assemblies is from January 2000 through April 2001, replace with parts that were manufactured before January 2000 and after April 2001.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001, and the applicable maintenance manual.
(3) Do not install on any airplane, a LH flap flex shaft assembly, P/N 12527Y-63.31, a RH flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, or a flap actuator assembly, P/N 45-521212 (any dash number containing a flap flexible shaft assembly), that has a manufacture date from January 2000 through April 2001.	As of December 13, 2001, the effective date of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001.

(e) *What actions must I accomplish to address this problem for Group 2 airplanes?* To address this problem for Group 2 airplanes, you must accomplish the following:

Actions	Compliance	Procedures
<p>(1) Check the airplane logbook to determine whether the LH flap flex shaft assembly, P/N 12527Y-63.31, the RH flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, or the flap actuator assembly, P/N 45-521212 (any dash number), has been replaced since March 1, 2000.</p> <p>(i) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the airplane logbook.</p> <p>(ii) If, by checking the airplane logbook, the pilot can positively show that the LH or the RH flap flex shaft assembly or the flap actuator assembly has never been replaced since March 1, 2000, no further action is required..</p>	<p>Within the next 25 hours time-in-service (TIS) after December 13, 2001, the effective date of this AD.</p>	<p>In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001.</p>
<p>(2) If the check of the airplane logbook shows that the LH or the RH flap flex shaft assembly or the flap actuator assembly has been replaced since March 1, 2000, or if complete records of the LH and RH flap flex assembly or the flap actuator assembly do not exist, inspect the identification labels on the flap flex shaft assemblies to determine the manufacture date.</p> <p>(i) If the manufacture date on the identification label on any of the flex flap shaft assemblies is from January 2000 through April 2001, replace with parts that were manufactured before January 2000 and after April 2001.</p> <p>(ii) If the manufacture date on any identification label is before January 2000 and after April 2001, the flap flex assemblies are not affected and do not need to be replaced.</p>	<p>Within the next 25 hours time-in-service (TIS) after December 13, 2001, the effective date of this AD. Accomplish replacements prior to further flight.</p>	<p>In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001, and the applicable maintenance manual</p>

(3) Do not install on any airplane, a LH flap flex shaft assembly, P/N 12527Y- 63.31, a RH flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, or a flap actuator assembly, P/N 45-531212 (any dash number containing a flap flexible shaft assembly), that has a manufacture date from January 2000 through April 2001.

As of December 13, 2001, the effective date of this AD.

In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001.

(f) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of compliance?* Contact Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

(h) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD. You must adhere to the limitations presented in the appendix to this AD.

(i) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 27-3478, Issued: September 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) *When does this amendment become effective?* This amendment becomes effective on December 13, 2001.

Appendix to Docket No. 2001-CE-35-AD

The following must be adhered to in order to obtain a special flight permit as specified in paragraph (h).

Limitations--Flaps must be retracted for all takeoffs.

Emergency Procedures

Asymmetrical Flaps

Attempt to retract the flaps. If flaps will not retract, the airplane will have a tendency to roll in the direction of the retracted flap. This roll tendency will increase with increasing speed. Use aileron trim and reduce speed as required to reduce roll forces.

Flaps-Up or Asymmetrical-Flap Landing

Follow all published Before Landing Procedures except for airspeed. Maintain the published Flaps-Up Approach Speed. If this speed is not published, use one of the following:

(a) Multiply the highest indicated flaps-up stall speed, found in the Performance Section, by 1.3.

or

(b) For Bonanza Series, T-34A, T-34B, and 45, add 10 knots to the published Flaps-Down Landing Approach Speed.

(c) For Baron Series, add 15 knots to the published Flaps-Down Landing Approach speed.

Plan on longer landing distance.

Issued in Kansas City, Missouri, on November 13, 2001.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-29019 Filed 11-20-01; 8:45 am]

BILLING CODE 4910-13-P

FOR FURTHER INFORMATION CONTACT: Paul DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

BW 2001-24

**EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-23-11 Eurocopter France: Amendment 39-12509. Docket No. 2001-SW-32-AD. Supersedes AD 2001-13-04, Amendment 39-12284, Docket No. 2001-SW-08-AD.

Applicability: Model EC 155B helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent in-flight loss of a cabin sliding door, impact with the main rotor or fenestron, and subsequent loss of control of the helicopter, accomplish the following:

(a) Modify the left-hand and right-hand cabin sliding door rails and replace the roller fitting in accordance with the Accomplishment Instructions, paragraph 2, of Eurocopter France Alert Service Bulletin No. 52A004, dated March 15, 2001.

(b) After accomplishing paragraph (a) of this AD, remove from the Limitations section of the Rotorcraft Flight Manual either the statements prohibiting the opening and closing of a cabin sliding door in flight and, before each flight with an open cabin sliding door, visually checking the open door to ensure each door roller is inside its rail or the copy of AD 2001-13-04, whichever is appropriate.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment, and then send it to the Manager, Regulations Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) The modification shall be done in accordance with the Accomplishment Instructions, paragraph 2, of Eurocopter France Alert Service Bulletin No. 52A004, dated March 15, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation,

2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on December 11, 2001.

Note 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD No. 2001-058-001(A) R1, dated April 18, 2001.

Issued in Fort Worth, Texas, on November 13, 2001.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 01-29188 Filed 11-23-01; 8:45 am]

BILLING CODE 4910-13-U

FOR FURTHER INFORMATION CONTACT: Richard Monschke, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110, telephone (817) 222-5116, fax (817) 222-5961.

BW 2001-24

**AEROMOT-INDUSTRIA MECANICO METALURGICA ITDA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-23-16 Aeromot-Industria Mecanico Metalurgica ITDA.: Amendment 39-12515; Docket No. 2001-CE-40-AD

(a) *What powered sailplanes are affected by this AD?* This AD affects the following powered sailplane models and serial numbers that are certificated in any category:

Models	Serial Nos.
AMT-100.....	100.001 through 100.003, 100.005 through 100.015, 100.017, 100.019, 100.022 through 100.039, and 100.041 through 100.044.
AMT-100(remotorized to AMT-200)	100.004, 100.016, 100.018, 100.020, and 100.021.
AMT-200.....	200.040, 200.045 through 200.105, 200.108 through 200.111, 200.113 through 200.118, and 200.121.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above powered sailplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct bending or warping in the main landing gear lever before it interferes with the elevator control rod. Such interference could result in the elevator control becoming jammed with consequent loss of control of the powered sailplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect (one-time) the main landing gear lever and elevator control rod for interference, warping, or incorrect gaps.	Inspect within the next 5 hours time-in-service (TIS after December 7,) 2001 (the effective date of this AD).	Inspect in accordance with the procedures in Aeromot Service Bulletin (S.B.) No. 200-27-078, Issue Date: September 18, 2001.
(2) If any discrepancy is found during the inspection required by paragraph (d)(1) of this AD, accomplish the following: (i) Reconfigure or replace any discrepant parts, as specified in the service information; and. (ii) Report these discrepancies to the FAA. Include the powered sailplane model, serial number, the total number of hours TIS, and an explanation of the discrepancy. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.	Accomplish any reconfiguration or replacement prior to further flight after the inspection required by paragraph (d)(1) of this AD. Submit the report within 10 days after the inspection or within 10 days after December 7, 2001 (the effective date of this AD), whichever occurs later..	Accomplish any reconfiguration or replacement in accordance with the applicable maintenance manual. Submit the report to FAA, Att: Brian Hancock, Aerospace Engineer, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4143; facsimile: (816) 329-4090.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each powered sailplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For powered sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Brian Hancock, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4143; facsimile: (816) 329-4090.

(g) *What if I need to fly the powered sailplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your powered sailplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Aeromot Service Bulletin (S.B.) No. 200-27-078, Issue Date: September 18, 2001. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Aeromot-Industria Mecanico Metalurgica Ltda., Av. Das Industrias, 1210-Bairro Anchieta, Caixa Postal 8031, 90 200-290-Porto Alegre-RS-Brazil. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on December 7, 2001.

Note 2: The subject of this AD is addressed in Brazilian Emergency Airworthiness Directive (EAD) 2001-10-01, dated October 9, 2001.

Issued in Kansas City, Missouri, on November 14, 2001.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-29221 Filed 11-23-01; 8:45 am]

BILLING CODE 4910-13-U

FOR FURTHER INFORMATION CONTACT: Brian Hancock, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4143; facsimile: (816) 329-4090.

BW 2001-24

**MD HELICOPTERS, INC.
AIRWORTHINESS DIRECTIVE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2001-24-51 MD HELICOPTERS, INC.: Docket No. 2001-SW-57-AD.

Applicability: Model 600N helicopters, serial numbers with a prefix “RN” and 003 through 063, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a tailboom attachment, loss of the tailboom, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS):

(1) Remove the tailboom fairing and tailboom. Remove both upper tailboom attachment access covers in accordance with the Accomplishment Instructions, paragraph 2.B.(2) of the MD Helicopters, Inc. (MDHI) Service Bulletin SB600N-036, dated November 2, 2001 (SB).

Note 2: MDHI CSP-HMI-2, Section 53-40-30, pertains to the subject of this AD.

(2) Using a light and a 10x or higher magnifying glass:

(i) Inspect the right and left upper tailboom attachments, part number (P/N) 500N3422 and 500N3422-3, respectively, for a crack as shown in Figure 1 of the SB. If a crack is found, replace any cracked attachment fitting with an airworthy attachment fitting before further flight.

(ii) Inspect both upper tailboom attachment nutplates for thread damage or a crack. Replace any damaged or cracked nutplate with an airworthy nutplate before further flight.

(iii) Inspect both angles for a crack. If a crack is found on a right-hand angle, P/N 500N3429-6, before further flight, install a new clip in accordance with the Accomplishment Instructions, paragraph 2.B.(5)(c) of the SB. If a crack is found on the left-hand angle, P/N 500N3429-7, before further flight, replace the angle with an airworthy angle, or repair the angle in accordance with FAA-approved procedures.

(3) Replace the upper right-hand (pilot side) tailboom attachment bolt (bolt) with a new bolt.

(4) If the removed upper pilot-side bolt is found broken, replace the remaining three bolts with airworthy bolts before further flight.

(5) Add one washer, P/N AN960C516 (NAS1149C0563R) or AN960C616 (NAS1149C0663R), as appropriate, to each tailboom bolt between the tailboom and the NAS1587 countersunk washer. A minimum of two threads must extend past the nutplate.

(6) Modify both access covers in accordance with the Accomplishment Instructions, paragraph 2.B.(6), of the SB.

(b) At intervals not to exceed 25 hours TIS, using a borescope, through the hole in each upper access cover, inspect the right and left upper tailboom attachments, nutplates, and angles for a crack. If a crack is found, replace or repair any cracked part with an airworthy part in accordance with the requirements of this AD before further flight.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (LAACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, LAACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the LAACO.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) Emergency AD 2001-24-51, issued November 28, 2001, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Fred Guerin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232, fax (562) 627-5210.

Issued in Fort Worth, Texas, on November 28, 2001.

Eric Bries,

Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.